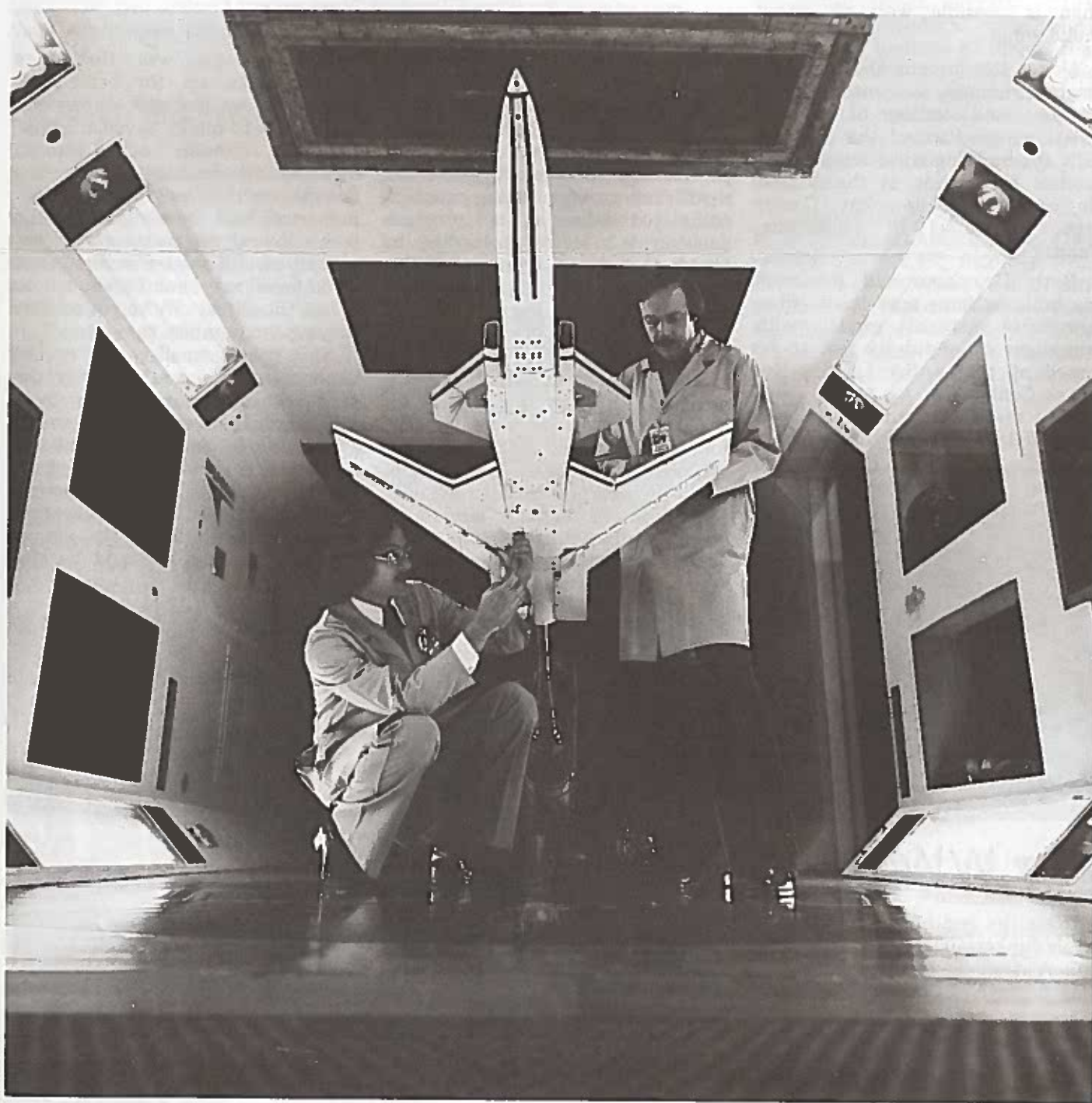


GRUMMAN plane news

Vol. 38, No. 20, October 26, 1979, Bethpage, N.Y.

Forward swept wing study grows



Windy. Grummanites Roy Charletta (L) and Bert Thompson (R) prepare a forward swept wing model for wind tunnel testing.

Fighter research uses composites

Imagine a fighter cruising at supersonic speeds without using fuel-hungry afterburners . . . an aircraft that can outmaneuver any fighter in today's airspace because its wings sweep forward. By the end of the century, our combat pilots may be flying such a machine.

Considering that it takes about 10 to 13 years to transform an advanced military aircraft from the drawing boards to the flight line, Grumman and others in industry and government have begun work on the next breed of tactical aircraft for the 1990s and beyond.

One of the many aerodynamic concepts that will give fighters the edge is the forward swept wing. Compared to conventional aft swept wings, forward swept wings offer higher maneuverability; provide a lower-weight, lower-cost aircraft for high performance missions; and allow for more spacious fuselage designs.

Grumman started investigating the feasibility of forward swept wings in 1976. In more recent years, the company has been working on contracts from the Defense Advanced Research Projects Agency (DARPA) in conjunction with the Air Force and NASA to determine the potential of forward swept wings.

Grumman has recently been working under a \$3-million-plus contract from DARPA for technology investigation to include extensive wind tunnel testing. General Dynamics and Rockwell International are working on similar awards to perform additional tests and analyses.

(continued on page 2)

\$3 million DARPA study to fund Grumman research

(continued from page 1)

Although aerodynamic advantages were recognized as early as World War II, forward swept wings have never been exploited. In the past, forward swept wings had to be made stiffer and heavier than aft swept wings. "Aft swept wings were the way to go because of the weight advantage," says Bob Roemer, program director.

Structural divergence was cited as the primary factor in not using forward swept wings. "Divergence is very similar to what you experience when you stick your hand out of your car window at 60 mph," explains Glenn Spacht, deputy program director. "If your hand is slightly tilted upwards, the wind pushes your arm back. Try that at 300 mph and your entire arm would be ripped off."

As an aircraft equipped with forward swept wings goes faster, wing loading and bending increases and taken to extremes, the wing structure would be ripped off the fuselage. Conventional aircraft with aft swept wings are not subject to such forces.

Changing times

The advent of advanced composite materials promises to finally bring forward swept wings into their own.

Advanced composites have the edge over conventional metal or composite aft swept wings. Some of

the advantages of forward swept wings are:

- virtually spin-proof characteristics;
- improved slow-speed handling;
- lower stall speeds;
- volume benefits (forward swept wings are placed farther aft on the fuselage allowing more flexible fuselage design); and
- lower drag, allowing use of smaller engines.

"A key factor in designing future aircraft. It's like being able to select a V-6 engine for your car over a big V-8," says Spacht. "You save on fuel consumption, while not sacrificing high performance."

Put all these advantages together and the forward swept wing promises to make a lower-weight, lower-cost aircraft for higher performance than is possible with aft swept metal wings.

Under the present DARPA contract, Grumman is continuing its analyses and testing of forward swept wings. Part of the contract calls for building wind tunnel scale models for testing at the Arnold Engineering Development Center transonic tunnel in Tullahoma, Tenn.

Both Grumman and Rockwell are building large aeroelastic (fiber composite material) models with wingspans of about six feet to be tested at the NASA Langley Research Center.

"All these wind tunnel tests will be used to verify our findings and



First half. This reflection model of a forward swept wing aircraft will be wind tunnel tested soon at NASA Langley. The one-half aeroelastic model is constructed of fiber composite material. Here, Keith Wilkinson (L), Frank Rauch (C) and Bob Rowan (R) work on the new wing in the Plant 5 Product Development Center.

predictions from previous studies," says Roemer.

A flight research program in which one of the three companies builds one or two prototypes is possible for the early-Eighties, but significant ground testing must be completed before a final program decision is reached, according to USAF Col. Norris Krone Jr., forward swept wing program manager for DARPA.

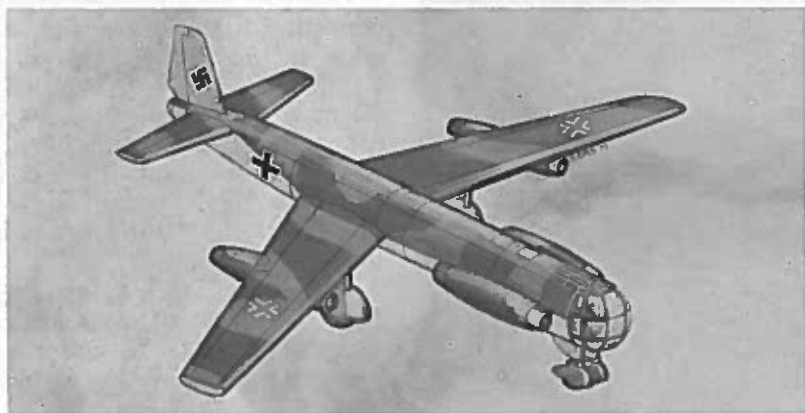
Economy

The manner in which government and industry is checking out the forward swept wing concept follows the recent U.S. trend: to explore how new technologies could be incorporated into the next generation of tactical aircraft — economically.

"It wasn't too long ago that the argument for complex, high tech-

nology systems was that they helped make up for being outnumbered by less able threat aircraft (four to one)," says Dr. Renso Caporali, director of Advanced Systems Technology. "But the Soviets, while maintaining their numerical lead, have narrowed the technological gap to the point that pursuit of still greater technological advantages may not be enough to offset the threat. We've got to start playing the numbers game, too."

This means smaller, lighter, less expensive new aircraft. "Today, the emphasis is on pursuing key technologies such as composite forward swept wings on which a future tactical aircraft will depend," states Caporali. "We've got to become more selective in determining what is really needed to do the job, as opposed to what it would be nice to have."



Junker flew in WW II

Forward swept wings are not new. Near the end of World War II, Adolf Hitler approved production of this Junkers JU-287 four-engine jet bomber with 15-degree sweep. A test aircraft was flown successfully several times before being damaged by Allied bombers and eventually captured by the Soviets.

In the sixties, many of the same German JU-287 engineers designed and built the Hamburger Flugzeugbau HFB-300 Hansa business jet with a forward swept wing. It was scratched after it priced itself out of the world market.



Briefing. At the recent Air Force Association conference in Washington D.C., Tom McKee of Customer Requirements outlines Grumman's efforts in the new EF-111A program. Over 1,200 USAF and government officials visited the Grumman exhibit.



Eye-ball. Commander Herbert Browne (L) and Captain Gerald Hesse (R) check out the first TRAM Intruder to be delivered to the U.S. Navy. The two officers ferried the A-6 from Calverton to Oceana Va. Naval Air Station. (Photo by Gerry Costello.)

Congressmen continue concern

New York Senators Jacob Javits and Daniel Moynihan and Long Island Congressman Norman Lent recently defended Grumman Aerospace against reported plans to cut aircraft programs in the fiscal 1981 Defense Department budget.

Questioning Defense Secretary Harold Brown's proposals to reduce the U.S. Navy's annual buy of F-14 fighters, Senators Javits and Moynihan repeated their continuing concern for the future of Grumman programs and national defense.

In recent budget requests, the Defense Department has requested a substantially reduced F-14 production rate and a closing of the A-6 production line. Pointing out that Congress has not gone along with these requests, the Senators said they will continue to fight these moves because such cuts would result in increases in the unit cost of the Tomcat and in an incomplete all-weather A-6 attack force.

New York's Senators repeated their concerns that any such cuts in Grumman programs would result in a reduction of the Navy's ability to counter enemy threats in the coming decade.

Senators Javits and Moynihan and Representative Lent of Long Island's 4th congressional district expressed concern over the negative impact of such reductions on the employment and economy of Long Island and New York State.

Responding to press reports that the administration's proposed five-year defense plan would have a

severe impact on Grumman, Congressman Lent has informed President Carter that at least 10,000 jobs are at stake on Long Island, and that reported cuts in these programs could cost as many as 100,000 jobs nationwide.

In the Congressional Record, Congressman Lent noted that a reduction in the F-14 production rate from 36 to 24 per year would increase the per-plane cost by \$2.4 million and raise the total program cost (for 521 aircraft with 330 delivered to date) by \$593 million.

Defending continued production of the A-6, Representative Lent also stated: "The Intruder is the only all-weather/night attack aircraft in the free world. Without continued funding to maintain this production line, we would have to initiate a new aircraft development program to maintain the superior capability offered by the A-6E, whose capability is not challenged, and for which we currently have no reserve."

obituaries

SALVATORE DAVI of Fuselage Joining, Plant 2, died September 17 at the age of 55. He had been with the company since 1967 and resided at 125 Claremont St., Deer Park.

JAMES R. McLAUGHLIN of Alodine, Plant 2, died September 20 at the age of 61. He had been with the company since 1965 and resided at 56 Mount Ave., Freeport.

First TRAM A-6 Leaves Calverton

The U.S. Navy is introducing an advanced version of its A-6E all-weather attack aircraft into the fleet which improves target detection and tracking and automatic delivery of weapons in adverse and night flying conditions.

The newest A-6E Intruder is equipped with a Target Recognition Attack Multisensor (TRAM) system. The first TRAM Intruder was recently flown to Oceana Naval Air Station, Virginia, where it joined attack squadron VA-65 for deployment with the Atlantic fleet.

The TRAM system combines a Forward-Looking Infrared (FLIR) and a laser to make this Intruder the world's only all-weather, electro-optical attack aircraft. FLIR gives the Intruder's crew television-quality pictures of targets that are not sharp on radar; it also "sees" targets that neither radar nor the unaided human eye can detect. TRAM's laser takes over to deliver either conventional or laser-guided weapons.

Captain Gerald Hesse, commander of Medium Attack Wing One, piloted the TRAM Intruder from Calverton to Oceana along with Commander Herbert Browne, commanding officer of VA-65. Bombardier/navigator Browne also ferried the first "E" version of the A-6 from Grumman to the Navy in 1971.

As the latest addition to the Intruder series, the A-6E TRAM joins nearly 600 A-6 aircraft delivered to the Navy and the Marine Corps, dating from the original A-6A placed in service by the Navy in 1963.

Auction

A public auction of surplus Grumman equipment will be held Saturday, November 10 and Monday, November 12 at Plant 36, Garden City. Items of interest to both homeowners and industrial buyers will be sold beginning at 9 a.m. The location will be open for inspection of items at 7 a.m.

Included in the sale will be: electronic test and measuring equipment; office equipment and machines; plumbing equipment; electrical equipment; air conditioners; food service equipment; heating, ventilating and air filtering equipment; parts drawers, work tables/benches, shelving, shelf sections; machinery; and television monitoring sets.

Further information is available through the Property Disposition Office, ext. 3108.

calendar

Amateur Radio Club: Wed., Nov. 28, WA2LQO Radio Shack, Pl. 5 roof, 5 p.m.; "The Use of Computers in Amateur Radio." Grumman employees welcome. S. Courtney, Ext. 2536

American Society of Mechanical Engineers: Wed., Nov. 7, LILCO, Hicksville, 7:30 p.m., members only. Sat., Nov. 17, Tour of L.I. Railroad Facilities, Jamaica, N.Y. Leave on special R.R. car from Lake Ronkonkoma, 11:05 a.m. and Hicksville, 11:52 a.m.; \$3/members, \$4/non-members. For reservation call H. Wicker, Ext. 5422

Chess Club: Tues., Oct. 30 and Wed., Nov. 14, Pl. 30, caf., 4:30 p.m. Grumman employees only. K. Marley, Ext. 4901

China-Burma-India Vets Association: Wed., Nov. 14, Pl. 28 conference room, 5 p.m., business and social meeting; invitation only. W. Pytlowany, Ext. 8397

Computer Club: Wed., Oct. 31. "Open House;" Pl. 25 conference room, 5 p.m. Grumman employees only. A. Kung, Ext. 9333

Disabled American Veterans Club: Wed., Nov. 14, Pl. 3 caf., 4 p.m., closed meeting. T. Melia, Ext. 4750

GACE Flying Club: Fri., Nov. 9, Pl. 28 auditorium, 4:30 p.m., regular monthly membership meeting. Guests welcome. R. Reisch, Ext. 5967

Grumman Ski Club: Wed., Nov. 7 and Wed., Nov. 21, Barclay House, Hicksville, 8:30 p.m.; snow skiing. Guests welcome. Fri., Nov. 2, Holiday Inn, Plainview, 9 p.m., Annual Cocktail Party/Dance. Guests welcome. A. Garmendia, Ext. 7819/8910

Institute of Environmental Sciences: Thurs., Nov. 15, Antun's, Hicksville, 6 p.m. — cocktails, 7 p.m. — dinner, 8 p.m. — discussion on Flight Safety Investigations, guest speaker: Vern Taylor. Guests welcome. Reservation required. J. Popolo, Ext. 3693

National Secretaries Association: Thurs., Nov. 15, Polish Hall, Riverhead, 6:30 p.m., dinner meeting; "1980 Secretary of the Year Contest." Guests welcome. Sat., Nov. 17, Shoreham Wading River High School, Shoreham 1/2 day seminar; "Assertiveness Approach to Success; Effective Communication." Registration deadline Sat., Nov. 3, \$6/person (coffee & cake). Guests welcome. E. Galas, Ext. 117-7397

Scuba Divers Club: Wed., Nov. 14, Chateau Restaurant, Wyandanch, 7 p.m., general meeting. Guests welcome. A. Andreiev, Ext. 5537

Tennis Club: 2nd Tues. of every month, Pl. 5 caf., 5 p.m. P. Andrews, Ext. 7345



Help yourself; everyone benefits

People helping people. Your gift to the United Way helps in more ways than perhaps you realize.

- Your kids play basketball at the YMCA every day after school; your wife goes there on Thursday nights for a first aid class.

- Your mother is 78 now; she's stubborn and independent and you worry about her living by herself. But she goes to a senior citizen's center every day, and you feel better knowing that she's eating a hot lunch there and making friends.

- Last month your next-door neighbor had chest pains. It turned out to be nothing serious; the local hospital checked him out and sent him home.

- One of your co-workers drops a three-year old daughter off at a day-care center before coming to work. She's in good hands all day, learning skills that will prepare her

for first grade.

If you give the United Way, you had something to do with the help that all those people received; people you know, people you care about. *One out of four Long Islanders uses the services of 105 human care agencies and non-profit hospitals supported by United Way funds.*

The annual United Way campaign at Grumman started earlier this week; it will run until November 9. This year's goal is to exceed the 1978 contribution of \$631,830.

"In a time of record-breaking inflation, it's hard to ask people to dig deeper and give more," says Rolf Larson, vice president for Corporate Development for Grumman Corporation and chairman of this year's campaign. "And yet, that's just what we're asking them to do. The agencies and non-profit hospi-

tals that receive United Way allocations will need our generosity more than ever this year."

The United Way makes giving easier for you. "If each agency were to hold its own campaign, the cost would be enormous," says Larson. "With the United Way, we have one efficient drive; one coordinated effort across Long Island to give help where help is needed."

Hundreds of United Way volunteers make the drive efficient and economical. Unlike many charities, where only a small percentage of the money you give goes to the intended recipient, over 86 cents out of every dollar collected by the United Way goes directly to member agencies.

"Your gift touches many lives," says Larson. "United Way agencies offer help for the handicapped, the

mentally ill; those in need of family counseling, drug rehabilitation, hearing and speech therapy, foster care — the entire spectrum of human need.

"But the other thing to remember is that lots of 'well' people benefit, too. The Boy Scouts, the Girl Scouts, the branches of the YMCA and the United Jewish Y's all receive United Way allocations."

By now, brochures and payroll deduction cards have been distributed to all Grummanites. Although you can make a lump sum donation, the payroll deduction method is strongly encouraged.

"By giving a little at a time," says Larson, "you can painlessly donate what becomes a very significant gift. You and the United Way benefit, because the constant gift you provide assures the agencies of evenly distributed funding."





Goodies for givers

The Lord loveth a cheerful giver.

You might be even more cheerful if you win one of the prizes offered by the company to those Grummanites who contribute to the United Way campaign. Top prize this year is a shiny, 1980 Mustang.

The appreciation drawing, for all those who are already on payroll deduction, was held on October 19. The winners will be announced on next week's NEWS BOARD. The prizes are as follows:

(1) 1980 moped; (3) prizes of 100 gallons of gasoline; (1) \$500 shopping spree; (1) evening's entertainment (dinner and theater); (6) sets of Grumman glasses; (2) portable televisions; (2) wrist watches or clocks.

The early bird drawing, for all those already on payroll deduction or who sign up during the first week of the campaign, will be held on November 2 and offers the following prizes:

(1) 1980 moped; (1) \$300 shopping spree; (2) \$250 shopping spree; (2) wrist watches or clocks; (3) prizes of 100 gallons of gasoline; (1) evening's entertainment (dinner and theater); (2) portable televisions; (2) AM/FM stereo sets; (1) microwave oven.

There will be two drawings on November 30. One for "generous givers" and those who increase their donations by 50 cents a week or more; that prize is a Grumman solar panel system (installed).

The other drawing, for all those who contributed to the campaign, has this list of prizes:

A 1980 Ford Mustang; (2) 1980 mopeds; (1) \$300 shopping spree; (3) \$250 shopping spree; (7) prizes of 100 gallons of gasoline; (8) portable televisions; (8) AM/FM stereo sets; (3) microwave ovens; (2) evening's entertainment (dinner and theater) (20) sets of Grumman glasses; (6) wrist watches or clocks.

In all, 93 prizes will be awarded.

United Way: *What's it all about?*

Q. What is the United Way?

A. The United Way is a community-based, voluntary, not-for-profit organization which raises money for 105 human care agencies on Long Island. The United Way campaign, organized by thousands of volunteers, is conducted only once a year.

Q. How much does it cost to conduct the campaign?

A. In 1978, campaign costs were just 10 percent of the total budget. Administrative costs amounted to only 4.1 percent. All advertising space is donated at no cost to the United Way. Last year, over 86 cents of every dollar contributed went to member agencies.

Q. Who decides how much money each agency will get?

A. Volunteers, representing a cross-section of the community, examine budgets, service objectives and the delivery of those services, program reports, and management policies of every member agency. Financial accountability and the needs and priorities of the community are the important considerations in the allocations process.

Q. Why aren't all human service agencies part of the United Way?

A. All eligible health, family service, and youth agencies

are invited to join. Some choose not to, while others do not meet the United Way's standards, including detailed financial reporting.

Q. If they are supported by the United Way, why do some agencies still charge fees for their services?

A. United Way member agencies receive only a small part of their operating budgets from the United Way. Any fees are usually charged on a sliding scale based on an individual's ability to pay. By charging those who can afford the services, agencies can help more people. Agencies never refuse services to anyone if they cannot afford a fee.

Q. Why does the United Way support agencies affiliated with religious groups?

A. The United Way supports all worthy agencies that provide services to people who need them. Every United Way agency is required to serve those who need help, regardless of race, creed, or national origin.

Q. If I need it, how can I get help through the United Way?

A. Call any one of the agencies listed in the United Way of Long Island's Directory of Services, or contact the United Way office at (516)249-1100, Ext. 26, Mr. Pearson.

Where the money goes

Your money is well spent. Over 86 cents out of every dollar you give goes to support 105 non-profit hospitals and human care agencies. Here's what your money buys in one year:

\$1 per week

- can provide 13 hearing screenings; send two children to summer day camp for a week; make 100 lunches available for discharged psychiatric hospital patients; provide intervention with a runaway child.

\$2 per week

- can provide three complete hearing or speech evaluations; purchase food for one week for a needy family of five; provide 12 psychiatric consultations to homeless children.

\$3 per week

- can buy six cots for rest time at a childhood day care center; provide up to 20 psychological evaluation sessions for children with learning disabilities.

\$4 per week

- can make 24 alcoholism education presentations available to alcohol-involved individuals and their families; buy a junior gym to be used by children.

\$5 per week

- can provide 10 weeks of parenting education for eight families; can buy a major piece of equipment for physical or occupational therapy for mentally retarded, brain damaged, or neurologically impaired youths; can provide 15 sessions of speech and language therapy.

New HMOs offered

Grummanites to choose 1980 medical coverage

Planning for health care involves important decisions for any family. And by November, Grummanites will once again have the opportunity to select the medical plan that best suits their needs: traditional medical insurance coverage or membership in a health maintenance organization (HMO).

Grumman offered the HMO option for the first time last year when membership in the Community Health Plan of Queens-Nassau (in New Hyde Park) and Community Health Plan of Suffolk (in Hauppauge) became available to 14,500 employees.

This year, the Health Insurance Plan (HIP) HMOs are also available, with centers in Hicksville, North Babylon, Lake Ronkonkoma, and Hempstead.

Eligibility is based on the geographic location of your home. With all six centers, over 19,500 Grummanites will be eligible for enrollment in one or more HMOs. Soon brochures and application blanks will be mailed from centers near your home.

Your decision commits you to the plan you select for one full year. However, there is no limitation on switching from one HMO to another, or back to traditional medical coverage at the end of each year membership.

Pre-paid

An HMO is a pre-paid group medical practice. Its physicians, representing a wide range of medical and surgical specialties, practice together at one facility and share income and expenses. HMO members and their families receive care as often as they need it.

Because an HMO collects a fixed amount of money for its services, it has a financial incentive to keep its

members healthy; stressing preventive care and the early detection of illness. A recent study by the *New England Journal of Medicine* indicates that HMO patients are hospitalized far less than other patients. Typically, HMOs encourage the use of outpatient services rather than more expensive and inconvenient hospitalization.

The number of HMOs has grown dramatically in recent years. There are approximately 225 in the United States today, serving more than 8 million subscribers.

For those Grummanites choosing the HMO plan, the company will pay up to the same amount of money it pays for the traditional medical insurance coverage. For those eligible for the four HIP centers or for the Community Health Plan of Suffolk, Grumman's contribution covers the entire cost of enrollment. However, the Community Health Plan of Queens-Nassau charges a slightly higher fee for individual (as opposed to family) membership; the difference — \$5.20 per month — must be absorbed by the employee.

Determining your needs

Before a decision is made, many things must be taken into consideration. A few Grummanites who took the HMO option last year make these observations:

• "I'm going to stay in the HMO," says one young woman, who is married and has one child. "I like the doctors we're using. My son is comfortable with his pediatrician, and I like the emphasis on preventive medicine. Since it's pre-paid, I find we have the tendency to get small problems taken care of."

• "We joined last year, and it was a mistake for our family," says

the father of three children. "It's just too far from home. One of the kids was sick during the gas shortage, and the 35-minute trip to the HMO was just out of the question. We wound up taking her to a general practitioner in the neighborhood. When you have a child running a fever of 104°, you want someone nearby."

• "My wife had some problems a few months ago," says another Grummanite. "It turned out to be nothing serious, but she was too upset to go to anyone but the doctor who delivered our two kids. But because we're HMO members, we had to pay the bill ourselves. We're going back to regular medical insurance coverage this year."

• "I think I've gotten very good care at the HMO I belong to," says another member. "But the thing I like best about it is that there are no forms to be filled out. I hate to admit it, but under the other plan there were many times when the insurance forms just sat in my top drawer and I'd never collect on them. It's dumb and it's lazy, but it's one reason why this plan works better for me."

Something else to bear in mind is that only limited psychiatric services are offered by the HMO's, and chiropractic services are not available. On the other hand, the plans include unlimited office visits and prescription drugs.

Grummanites interested in the HMO option are strongly urged to visit the facility with their families. For this reason, open house dates have been scheduled at all six centers.

Community Health Plan of Suffolk, 3001 Express Drive North, Hauppauge, N.Y. 11787; (516) 582-9800. Nov. 5, 7, 12, and 14 at 7 p.m.; Nov. 10 and 17, 10 a.m.

Community Health Plan of Queens-Nassau, 410 Lakeville Road, New Hyde Park, N.Y. 11042; (212) 343-7500, (516) 352-2000. Nov. 1, 8, 15, 29 at 7:30 p.m.; Nov. 3, 10, 17 at 1:30 p.m.

HIP/East Nassau Medical Group, 350 South Broadway, Hicksville, N.Y. 11801; (516) 938-0100. Nov. 3 and 17, at 12 and 1:30 p.m.; Nov. 7 and 14 at 6:30 and 8 p.m.

HIP/Babylon Center, 300 Bay Shore Rd., North Babylon, N.Y. 11703; (516) 586-2700. Nov. 7, 7 and 8:30 p.m.; Nov. 17, 12:30 and 1:30 p.m.

HIP/Lake Ronkonkoma Center, 640 Hawkins Ave., Lake Ronkonkoma, N.Y. 11779; (516) 737-0100. Nov. 3, 12 and 1:30 p.m.; Nov. 13, 6:30 and 8 p.m.

HIP/Central Nassau Medical Group, 226 Clinton St., Hempstead, N.Y. 11550, (516) 483-2020. Nov. 12, 8 and 9:30 p.m., Nov. 16, 7 and 8:30 p.m.

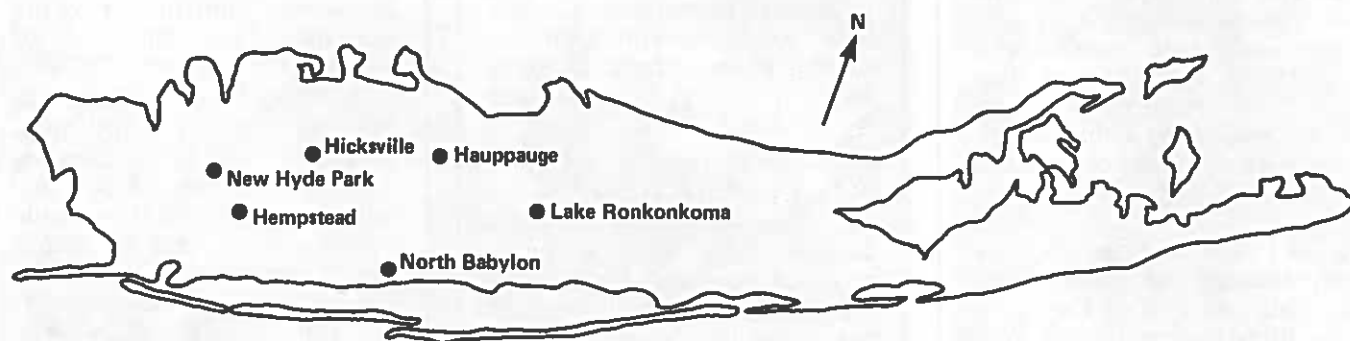
If you have any questions or would like to discuss the HMO option further, three special phone lines have been set up for November 13, 14, 15, and 16. Representatives from all three HMO plans will be on hand and glad to help.

Community Health Plan of Suffolk: 575-9710

Community Health Plan of Queens-Nassau: 575-9712

Health Insurance Plan (HIP) HMOs: 575-9711

Note: if you are calling from inside Grumman, just dial the last four digits of these numbers.



There are six HMOs available under the Grumman plan

GRUMMAN plane news

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service milestones

40

Fred Meiners Jr., Tool Cntrl. (2)
Frank Lissenden, Central Shipping Handling (17)
Herman D. Siegel, Q.C. Supplier (87)

35

Stanley J. Shepski, Sub-Assy. (1)
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30

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Frederick Roemer, Estimating Resources (5)
James J. Chisholm, Structures (6)
Joseph Adamo, Plant Stores (6)
William L. Horney, Non-Metals-Finishing Eng. (12)
John Sullivan, Corporate Security (28)
George W. Schwarting, Q.C. Supplier (30)
Mark E. Mellinger, Computer Applications (35)
Edward J. Kelly, Sys. Eng. Mgmt. & Staff (35)
Stephen Kertesz, TS Cust. Train. Mgt/Staff (39)
Herman F. Schenck, Engineering Managers (40)

Edward Zakshevsky, Estimating Resources (40)
Samuel Bowden, Methods Eng. A/C (43)
Rudolph A. Avitabile, Ops. Mfg. Mgt/Staff
Frederick Liedtke, Production Supv. (44)
Fred W. Ligon Jr., Supp. Equip. Serv. (80)
Donald Oehl, Q.C. Supplier (87)
Michael J. Infurna, Airframe Sys. (90)

Eleanor Scott, Form Block (2)
Alfred Whitehurst, Trans-Ops. (2)
Charles Garite, Maint-Facil. Equip. & Gen. (2)
Thomas J. Kennan, Electro-Mech. Lines (5)
Clifford R. Heitman, Trans Office (7)
Edmund Dettelsen, Trans-Ops. (7)
Paul J. Damico, ILS Pubs Cntrl. (15)
Richard Christoffer, Trans-Equip. Maint. (20)
Julius F. Averna, Procurement Servs. (30)
Richard Inman, ILS Sys. Implementation (35)
Edward Kennelly, Research Tech. Supp. & Ops. (35)
Anthony Mancuso, Maint-Rearrangement (44)
Eugene Donovan, Production Mgt. (66)
Joseph Bundy, Structural Design (72)

20

Charles Maimone Jr., Propulsion Test (2)
Nicholas J. Hawrey, Jigs & Fixtures (2)
Robert Gawlik, Honeycomb Prefit (3)
Stanley Bartoszek, Insp-Mech. (3)
James Hebron, Matl. & Logistic Mgt. & Staff (6)
Robert Brandstetter, Optic & Display Equip. Des. (14)
Jacques Crouzetpascal, Matl. & Struct. Mech. (35)
Albert Loeffler Jr., Fluid Dynamics (35)
Albert C. Durner, Structures Anal. (40)
Gerald Scannapieco, Flight Avionics (43)
William Richards Jr., Elect. Fab. (43)

15

Truman L. Onderdonk, ILS Electronic Pkg. (1)
Frank R. Campo, ILS Resource Cntrl. (1)
Walter Beichle, ILS Reqt. Def. (1)
Paul H. Albers Jr., ILS RF/Cntrls. (1)
Nicholas Bincarowsky, ILS RF/Cntrls. (1)
Howard Krasner, Specifications (1)
Donald F. Ryan, Insp-Mech. (1)
Leo Laliberty, Prototype (2)
Joseph De Filippis, Prototype (2)
Edward J. Januszkiewicz, Hull Assy. (2)
Donald Nuttall, Welding Group (2)
Alfred E. Gordon, Mfg. Factory Plnng. (2)
Samuel Rauch, Mfg. Factory Plnng. (2)
Lillian S. Malkiewicz, Food Service (2)
Charles McGhee, Food Service (2)
Julian Abrams, Insp-Mech. (2)
Otto Schaffner, Conventional Mach. (3)
Milton Farkas, Vehicle Liaison Eng. (3)
Robert Blauvelt, Vehicle Liaison Eng. (3)
Alvin Perlmuter, ILS Training Sys. Eng. (4)
James Morrissey Jr., ILS Training Sys. Eng. (4)
Edward T. Shea, ILS Equip. Tech. Mgt. (5)
Gerald S. Martinis, Sys. Analysis (5)
Thomas J. Cataldo, Computer Design (5)
Edwin C. McGovern, Corporate Contracts (5)
Angelo DeMarco, Estimating Resources (5)
Ellen J. Raymond, Configuration Data Mgmt. (5)
Donald A. Riehl, Corporate Systems (5)
Richard J. Olsh, Instr. Test (6)
Dorothy Hackert, Medical (6)
Charlie M. Nettles, Plant Protection (6)
Jonas Ulshafer, Plant Protection (6)
Louis Klose, Final Assembly Insp. (6)
Ernest Behnke, Sys. Integration (7)
Raymond Ligotti, Sys. Integration (7)
John A. Sullivan, FTT Sys. (7)
James E. Glover, FTT Sys. (7)
Charles Crofts, FTT Sys. (7)
Carleton E. Plumer, RF Equip. Production Suppt. (7)
Robert E. Lowell, Flt. Operations (7)
Nicholas Kamenko, Q.C. Lab. (10)
John Toomey, Elect. Test (14)
George Cotter, Prog. Eng. Mgt. & Staff (14)
Louisa Leblond, Repro Servs. (15)
Werner Peritz, ILS Tech. Writing (15)
Tim Gray, Central Receiving (24)
Thomas E. Grimes, Program Material Mgmt. (25)
Virginia DiPalma, Distrib. Servs. (25)
Runyon H. Tindell, Fluid Mechanics (25)
Meyer Tenenbaum, Optic & Display Equip. Des. (25)
Santo LaCarrubba, Optic & Display Equip. Des. (25)
Victor E. Orlando, Corp. Instrumentation Sys. (25)
John J. Rosse, Prog. Plnng. Cntrl. & Budg. (25)
John R. Mullineaux, Configuration Data Mgmt. (25)

Robert Schiemel, Configuration Data Mgmt. (25)
Leo S. Ellermann, Maint-Facil. Equip. & Gen. (26)
Frank Petro Sr., Prog. Proc. Mgmt & Staff (30)
Edward J. Siglain, Repair Cntrl. (30)
Joanna Watson, Gen. Commodities (30)
Ivor Frank, Gen. Commodities (30)
Vincent J. Dunn, Pricing & Anal. (30)
Carol Seymour, Gen. Subcontracts (30)
Donald F. Fries, Tech. Reqts. (30)
Earl Ranslow, Tech. Reqts. (30)
James Seidel, Prd/Comm. Est. (30)
Norman Meyers, ILS Mech. Eng/Des. (35)
Melvin Schwartz, ILS Sys. Implementation (35)
Thomas E. Newman, Computer Architecture (35)
David Reid, Research Tech. Supp. & Ops. (35)
Charles Hubbard, Section Administration (35)
Thomas Tomlinson Jr., Dept. Ops. Mgt. & Staff (35)
George Harrison, Specifications (36)
Kenneth Lowry, ILS Mech. Eng/Des. (40)
Irving Zuckerman, ILS Sys. Implementation (40)
Kenneth Hightower, ILS Sys. Implementation (40)
Robert Brand, ILS Elect. Eng. (40)
Anthony Azzara, Tech. Reqts. (40)
Gordon Alpers, Safety & Maintainability (40)
John Kaline, Computer Architecture (40)
Walter McNally, Employee Servs. (40)
William Moran, Reqts. Plnng. (43)
Arthur Maus, Elect. Wire Prep. (44)
Ann English, Invent. Mgt. (44)
Michael Altman, Invent. Mgt. (44)
Kenneth Bell, Prod. Mgmt. Ops/Staff (77)
Joseph Recca, F-14 Aft. Section Assy. (77)
Jack Arnold, Purchasing (77)
Charles Walters, Supp. Equip. Serv. (80)
Raymond Bries, Flight Test (88)

Bermuda golf trip planned

The average temperature in Bermuda in March is in the 60s . . . not bad for golf.

That's why GAA is sponsoring five days of unlimited golf at Bermuda's Belmont Hotel from Tuesday March 11 to Saturday March 15.

Sign-up for the \$361 per person package (double occupancy) will be held November 5 at 5:30 p.m. in the plant 25 auditorium. A \$100 deposit is required at that time.

Further information is available from GAA, ext. 2269 or 2133.

Old papers, U-boat top hobby exhibit

If you've ever wondered where old PLANE NEWS go, Milt Radimer has the answer. This year's winner of the 36th Annual Grumman Hobby Show has been saving the company newspaper since 1942. Milt's collection contains 63 volumes, 6,450 pages and 9,581 autographs of people pictured in the paper. Each volume is cross-



Milt Radimer

referenced in an accompanying card catalog that holds 15,322 index cards.

Calling his work, "a personalized history of Grumman," Milt started his hobby five years ago when he and his wife discovered a boxful of old PLANE NEWS in the attic.

Pretty soon he got the idea to gather signatures as well. "It got so that I would come into work two hours early just to collect autographs," he says. Milt's persistence paid off. He is certain that he has obtained the John Hancocks of 90 per cent of the people in PLANE NEWS.

This year's winner of the grand award is a relative newcomer to Grumman. Hans Weiss began working in the model shop two years ago and this was his first entry. Hans won with his rendering of the "Edelweiss," a model of the German U-boat, which sank 49 allied

ships in World War II.

Hans says he spent three years building the model.

Hans says he is delighted with his win, but admits he's had to take a lot of good natured kidding lately. "Somebody always asks me," he says, "'Is that a U-boat?'... And I always have to answer, 'No, that's a my boat.'"

Other winners in this year's hobby show were, (in order of their placement):

Ceramics: Sue Ettlinger, Kathleen Picinic, Thomas Rebele

Collections: Coin, Stamp & Miscellaneous: William E. Fleming, Henry MacDonald, Lawrence Borts

Crocheting: Josephine Gorlesky, Marie Crescenti, Muriel DeBeaumont

Embroidery/Crewel: Sue Dalva, Justine Banks, Margaret Mezzacapo

General: Mildred Collins, Frieda Giacoma, Louis Klose

Knitting: Sonia Teresko, Kay Trestka, Josephine Gorlesky

Metal Work: Charles Martin, Albert Dierberger

Models: Miscellaneous: Arthur Deller, William Barto, William Fleming



Hans Weiss



Youth vs. experience. The 1979 Grumman varsity soccer team challenged past soccer varsity members. Experience could not conquer youth's energy. The varsity won 1-0.

Model Planes: Flying: Louis Stauch, John Tenke

Model Planes: Non-flying: Paul Daniel, William Barto, Sal Picattaggio

Model Railroads: Rolling Stock: Ray Muntz, Art Deller

Model Railroads: Roadside Scenery: Alfred Kuhn, Ken Hansen, Clifford Franklin

Needlepoint: Peg Bunzel, Barbara Wilkeyson, Eileen Toomey

Sewing/Quilting: Catherine Merchant, Eileen Toomey

Ship Models: Kits: Donald Ingram, Henry Mayors

Ship Models: Original Design: Hans Weiss, Ed Miller

Wood Carving: James Iannone, Walter Smith, Anthony Zolek

Wood Working: Allan Kane, Dean Richmond, August Millang

Hooked Rugs: Marion Jackson, Gina Dersico, Eileen Toomey

Islander tickets

GAA was able to grab a limited number of tickets to the following N.Y. Islanders hockey games at the Nassau Coliseum: Tuesday, November 6, Los Angeles; Tuesday, December 4, Vancouver; and Tuesday, December 18, Colorado. Admission is 7.50. For more details, call GAA, Ext. 2133 or 2269.

retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retired recently are:

Ann Host (55), Anthony Esposito (77), Garry Barker (3), Vincenza Rietschel (2), Joseph Goldberg (2), Charles Abrams (12), John Smith (55), Samuel Moffett (6), Wilbert Clark (3), Arthur Burkhardt (2), Salvatore Simonetta (1), Polly Martell (44), Gertrude Tillotson (6), Mildred Kimer (44), Joseph Kraebel (6), Thomas Walsh (6), Norman Ray (3), Elizabeth Gobrick (3), Edward Vasely (25), Alfred Bruscino (24), Raymond Keegan Sr. (20), Robert Boehm (3), and Edward Hogan (5).

Maxine Kitay (77), Ellis Hyers (5), David Goldblum (35), Thomas Cross (44), Sarah Morris (43), Edwin Bryant (2), Shirley Brummel (30), Joseph Diaz (17), Angelina Gobbi (25), Ralph Leininger (2), Frederick Wright (3), Robert Savage (6), James Hasselbring (3), Joseph Bartolillo (3), Donald Rankin (35), Charles Nithman (77), John Hunter (12), Edward Wolf (6), Abraham Wolf (14), Joseph DiPisa (5), Arthur Thompson (55), Warren Smith (43), Martin Filler (39), Bradford Wheat (6), William Taylor (28), Gilbert MacMillan (6), Michael Cortigino (4), and Frank Apa, Jr. (77).

And Leroy Holton (35), Angelo Messina (3), Anthony Fiore (24), George Duncan (37), Louis Carlino (44), Robert Fowler (17), Thomas Cully (44), Paul Runyan (30), Elmer Sulander (35).

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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